STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES

FEDERAL FISCAL YEAR 2008

HIGHWAY SAFETY OFFICE ANNUAL REPORT

GOVERNOR SARAH PALIN
COMMISSIONER LEO VON SCHEBEN

Table of Contents

LETTER FROM THE GOVERNOR'S HIGHWAY SAFETY REPRESENTATIVE 2

PERFORMANCE GOALS – MEASURABLE PROGRESS..... 3

CRASH DATA TRENDS..... 6

ACCOMPLISHMENTS..... 8

CHALLENGES..... 10

NOTEWORTHY PRACTICES

IMPAIRED DRIVING PROGRAMS..... 18

OCCUPANT PROTECTION PROGRAMS..... 22

PAID MEDIA REPORT..... 25

TRAINING, TECHNICAL ASSISTANCE, EXPERTISE & OTHER RESOURCES NECESSARY FOR SUCCESS..... 31

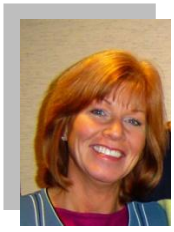
ALASKA TRAFFIC RECORDS..... 33

2008 GRANT EXPENDITURES..... 35

CONTACTS..... 36

Cover photo: "*Mushing along the Denali Highway*" by Nina Valadez, Alaska DOT&PF.
"*Alpine glow on Mt. McKinley*" by Kevin Herman, Alaska DOT&PF was used to create the AHSO Banner above.

Letter from the Governor's Highway Safety Representative



December 10, 2008

I am pleased to present the state of Alaska's report on highway safety programs during the federal fiscal year 2008. The Annual Report is required by federal regulation, and describes the accomplishments of programs supported by the Alaska Highway Safety Office, compares the goals and performance measures of the Highway Safety Plan, and provides the data used to measure Alaska's safety performance progress.

Our mission is to enhance the health and well being of the people of Alaska through programs which save lives and prevent injuries on Alaska's highways. We provide federal transportation dollars to data-driven programs that encourage safe driving behavior. Impaired driving and seat belts top our priority list, which also include aggressive driving and teen driving. These priorities are determined through an analysis of traffic crashes, fatalities and serious injuries, enforcement efforts, survey results and demographic information. The multi-source analysis allows us to identify high-risk motorists.

We remain committed to supporting highway safety advocates through the Alaska Strategic Highway Safety Plan, the Alaska Traffic Records Coordinating Committee, the Alaska Motorcycle Safety Advisory Committee and the Law Enforcement Liaisons. An example is the multi-jurisdictional collaboration of state and local law enforcement agencies to remove impaired drivers from our roads. Traffic crashes are prevented, and lives are saved, when dangerous drivers are not on our roads. Projects such as this one increase community ownership in highway safety and prevent tragedies.

Sincerely,

Cindy Cashen
Administrator
Alaska Highway Safety Office

3

Measurable Progress

Federal regulations require the State Annual Evaluation Report to contain adequate project and system-specific information to demonstrate measurable progress, using performance-based measures. The Alaska Highway Safety Office is responsible for traffic fatality data and the Fatality Analysis Reporting System (FARS) for the National Highway Traffic Safety Administration (NHTSA). The Highway Data Office is responsible for the Highway Analysis System (HAS) which houses all other motor vehicle traffic crash and traffic injury data. The following performance goals and measures are from the 2008 Alaska Highway Safety Plan:

- The goal to reduce the number of injury-related crashes in 2007 and 2008 is unknown because of the lack of injury data.
- The goal to reduce the number of fatal crashes in 2007 and 2008 was met, as that number declined from 78 in 2002 to 55 in 2008.
- The goal to reduce fatal crashes which involved drivers within ages 15-19 was not met, as that number increased from 14 in 2002 to 16 in 2008.

Performance Goal: Reduce the number of injury and fatal crashes

Performance Measures	2002	2003	2004	2005	2006	2007	2008	Objective 2009
# of Fatal Crashes	78	87	96	66	71	75	55	61
# of Non-Fatal Injury Crashes	4,247	4,403	4,203	4,049	3,345	TBA	TBA	2,500
# of Drivers Ages 15-19 in Fatal Crashes	14	14	15	9	15	10	16	5
# of Drivers Ages 15-19 in Non-Fatal Injury Crashes	1267	1240	1098	1037	795	TBA	TBA	650

Note: 2008 data are preliminary and therefore subject to change.

Source: Fatality Analysis Reporting System (FARS), National Highway Traffic Safety Administration, and the State of Alaska Department of Transportation and Public Facilities, Highway Analysis System (HAS).

- The goal to reduce the Mileage Death Rate (MDR) is unknown at this time due to lack of necessary data.
- The goal to reduce the number of motor vehicle fatalities was met with 89 traffic fatalities in 2002 and 62 traffic fatalities in 2008.

Overall Program Goal: Reduce the Mileage Death Rate (MDR)

Performance Measures	2002	2003	2004	2005	2006	2007	2008	Objective 2009
Mileage Death Rate	1.82	1.98	2.02	1.45	1.49	TBA	TBA	1.40
# of Motor Vehicle Fatalities	89	98	101	73	74	82	62	67

Note: 2008 data are preliminary and therefore subject to change.

Source: Fatality Analysis Reporting System (FARS), National Highway Traffic Safety Administration

- The goal to reduce the percent of impaired driving related fatalities was met, since it dropped from 33% of total traffic fatalities in 2002, to 15% of total traffic fatalities in 2008.
- The goal to reduce the number of impaired driving related fatal crashes was met, since the number of these crashes dropped from 28 in 2002 to 5 in 2008.
- The goal to reduce the number of drinking drivers (with any amount of alcohol, based on known results), ages 15-19, involved in fatal crashes was not met, but decreased from two in 2007 to one in 2008.

Performance Goal: Reduce the percent of alcohol-impaired driving related fatalities

Performance Measures	2002	2003	2004	2005	2006	2007	2008	Objective 2009
% Impaired Driving related fatalities	33%	29%	27%	39%	26%	20%	15%	22%
# of Impaired Driving fatal crashes	28	26	26	26	19	15	5	15
# of Drivers age 15-19, involved in fatal crashes who had been drinking (any amount of alcohol)	0	0	0	1	2	2	1	0

Note: Alcohol-Impaired Driving = Driver of Motor Vehicle had a known BAC of .08 or higher. 2008 data are preliminary and therefore subject to change.

Source: Fatality Analysis Reporting System (FARS), National Highway Traffic Safety Administration

- The goal to increase the restraint use rate by all motor vehicle occupants was met, as the usage rate rose from 65.8% in 2002 to 84.9% in 2008.
- The goal to lower the percentage of fatalities in seat belt equipped vehicles not using restraints was not met, as 44.4% of fatalities did not use restraints in 2002, and the percentage increased to 50% in 2008.

Performance Goal: Increase the restraint use rate by all motor vehicle occupants

Performance Measures	2002	2003	2004	2005	2006	2007	2008	Objective 2009
% Seat belt use Overall	65.8%	78.9%	76.7%	78.4%	83.2%	82.4%	84.9%	85%
% Fatalities Not Using Restraints	44.4%	46.9%	47.9%	40.7%	37.0%	55.3%	50.0%	25%
# of Fatalities under age 16 and not restrained	1	2	2	0	3	3	0	1

Note: 2008 data are preliminary and therefore subject to change.

Source: Overall seatbelt use data are from *Alaska Seat Belt Observation Surveys* prepared by the Alaska Injury Prevention Center. Fatality data are from Fatality Analysis Reporting System (FARS), National Highway Traffic Safety Administration.

- The performance goal to reduce the number of bicyclists and pedestrians killed or seriously injured in 2008 is unknown at this time because of insufficient injury data.
- The performance goal to reduce the number of pedestrians killed or seriously injured, based on the most recent data, was met with 57 in 2002 which dropped to 31 in 2006.
- The performance goal to reduce the number of pedestrians, under the age of 16, killed or seriously injured, based on the most recent data, was met with eight in 2002 and one in 2006.
- The performance goal to reduce the number of bicyclists killed or seriously injured in crashes, based on the most recent data, was met with 10 in 2002 and 1 in 2006.

Performance Goal: Reduce the number of Bicyclists and Pedestrians killed or seriously injured in crashes

Performance Measures	2002	2003	2004	2005	2006	2007	2008	Objective 2009
Pedestrians killed or seriously injured	57	50	39	42	31	TBA	TBA	35
Pedestrians under the age of 16 killed or seriously injured	8	8	6	7	1	TBA	TBA	1
Bicyclists killed or seriously injured	24	25	26	22	20	TBA	TBA	15
Bicyclists under the age of 16 killed or seriously injured	10	10	6	8	1	TBA	TBA	1

Source: State of Alaska Department of Transportation and Public Facilities Highway Analysis System (HAS).

- The goal to reduce the number of days between data collection and data input was not met. Solutions to data-sharing problems remain a priority of the Alaska Traffic Records Coordinating Committee (ATRCC), who created a more realistic performance goal, shown in the second table, as a 2008 update to the Traffic Record Assessment*.

Performance Goal: Reduce the number of days between data collection and data input for all traffic crashes

Performance Measures	2003	2004	2005	2006	Objective 2009
Approximate time between collection and DOT input	5 Months	4 Months	4 Months	3 months	1 Month

Performance Goal: Improve the Unknown Performance Area of the Crash system

Performance Measures	2006	2007	2008	2009	Objective 2010
Alaska will improve the Unknown Performance Area of the Crash system as measured in terms of a Decrease of: Ninety percent of crashes entered into crash file (days).	unknown	90 days	60 days	30 days	15 days

*2008 Section 408 Grant Application Performance Measures. Measure ID: AK_PM0

Alaska Crash Data Trends

	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006
Fatalities (FARS)	87	81	77	70	79	106	89	89	98	101	73	74
Fatality Rate / 100 Million VMT (FARS)	2.11	1.97	1.76	1.55	1.74	2.3	1.89	1.82	1.98	2.02	1.45	1.49
Non-Fatal Injuries (HAS Dataport)	6,039	5,845	6,264	6,159	6,100	6,112	6,536	6,368	6,509	6,189	5,974	5,021
Fatality & Serious Injury Rate / 100 Million VMT (HAS Dataport)	12.33	10.74	12.65	11.22	9.04	9.25	9.23	12.70	12.61	11.40	10.63	8.76
Fatality Rate / 100,000 Population (FARS)	14.47	13.39	12.65	11.38	12.75	16.89	14.05	13.85	15.05	15.26	10.91	10.92
Fatality & Serious Injury Rate / 100,000 Population (HAS Dataport)	84.44	74.85	85.46	80.54	67.36	69.32	70.24	97.26	96.18	86.56	80.57	64.83
Impaired Driver Related Fatalities (FARS)	45	41	38	28	38	54	46	32	33	29	33	23
Percent Impaired Driver Related Fatalities (FARS)	51	51	49	39	48	51	51	36	34	29	45	30
Percent of Population Using Safety Belts (AIPC Seat Belt Surveys)	***	***	***	61.0	60.6	61.3	62.6	65.8	78.9	76.7	78.4	83.2
Performance Data: Novice Drivers Involved in Collisions (Age 14 - 15, GDL Learners Permit) (HAS Dataport)	145	142	143	134	138	140	141	124	119	120	75	62
Performance Data: Young Drivers Involved in Collisions (Age 16-17, GDL Provisional License) (HAS Dataport)	1,597	1,593	1,665	1,659	1,667	1,767	1,900	1,680	1,648	1,466	1,267	1,031
Performance Data: Young Drivers Involved in Collisions (Age 18-25) (HAS Dataport)	5,354	5,259	4,885	4,836	5,274	5,232	5,805	5,330	5,990	5,944	5,400	4,852
Performance Data: Novice Drivers Involved in Fatal Collisions (Age 14-15, GDL Learners Permit) (HAS Dataport)	1	2	0	0	0	4	1	3	0	2	1	3
Performance Data: Young Drivers Involved in Fatal Collisions (Age 16-17, GDL Provisional License) (HAS Dataport)	7	9	6	5	5	14	5	7	6	5	2	7
Performance Data: Young Drivers involved in Fatal Collisions (Age 18-25) (HAS Dataport)	21	28	26	26	29	26	30	29	29	33	21	20
Performance Data: Safety Corridor (Seward & Parks Highways) Collisions (HAS Dataport)	***	***	141	146	152	112	148	142	153	161	157	127
Performance Data: Safety Corridor Fatalities (HAS Dataport)	***	***	4	3	1	3	6	5	3	3	9	7
Performance Data: Moose-Related Fatalities (HAS Dataport)	1	2	1	2	1	1	3	1	3	2	0	1
Performance Data: Moose-Related Injuries (HAS Dataport)	98	138	172	146	151	155	155	116	121	164	117	124
Performance Data: Speeding-Related Fatalities (HAS Dataport)	35	27	28	19	31	38	31	30	44	36	28	31
Performance Data: Speeding-Related Fatalities as a Percent of All Fatalities (HAS Dataport)	40%	33%	36%	27%	39%	36%	35%	34%	45%	37%	38%	42%
Performance Data: Speeding-Related Serious Injuries (HAS Dataport)	149	112	139	140	111	127	136	193	149	157	157	114

*** Data not available

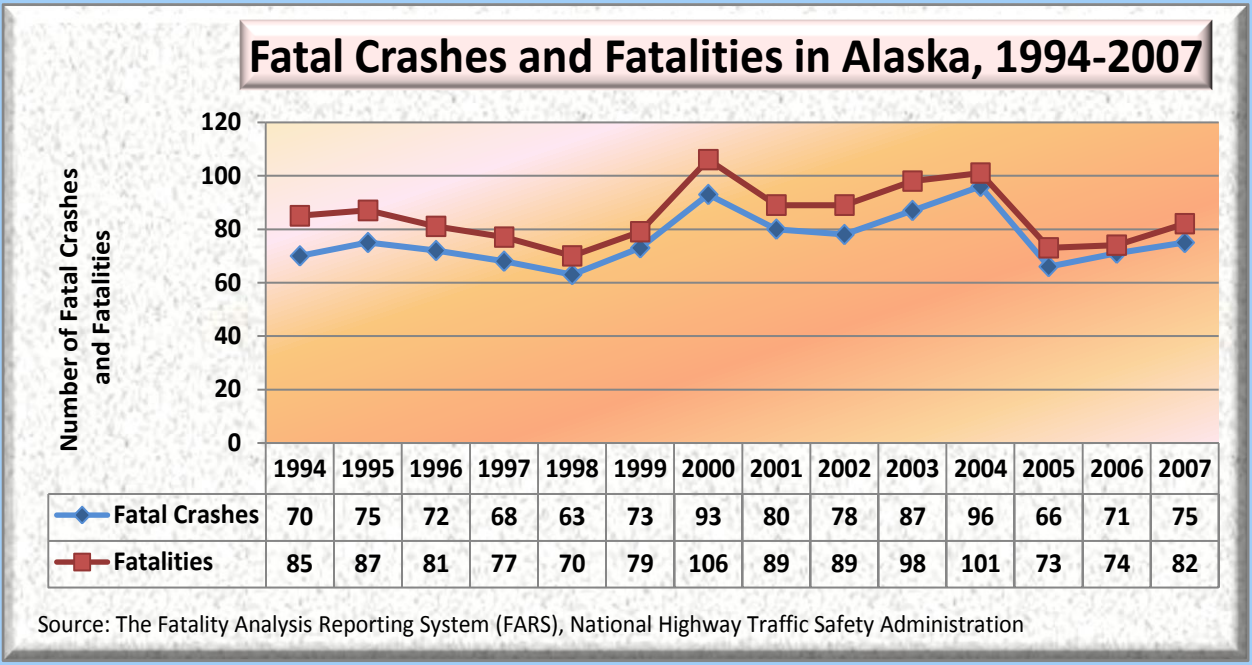
Sources: Fatality Analysis Reporting System (FARS); State of Alaska, Department of Transportation and Public Facilities, Highway Analysis System (HAS); and Alaska Injury Prevention Center, Alaska Seat Belt Observation Surveys

The U.S. National Fatality Rate:	
2002:	1.51 fatalities per 100 Million VMT
2003:	1.48 fatalities per 100 Million VMT
2004:	1.44 fatalities per 100 Million VMT
2005:	1.46 fatalities per 100 Million VMT
2006:	**1.42 fatalities per 100 Million VMT**
Note: VMT = Vehicle Miles Traveled	
Source: The Fatality Analysis Reporting System	

Alaska Fatality Rate:	
2002:	1.82 fatalities per 100 Million VMT
2003:	1.98 fatalities per 100 Million VMT
2004:	2.02 fatalities per 100 Million VMT
2005:	1.45 fatalities per 100 Million VMT
2006:	**1.49 fatalities per 100 Million VMT**
Note: VMT = Vehicle Miles Traveled	
Source: The Fatality Analysis Reporting System	

For every 100 Million vehicle miles traveled, there were 1.49 fatalities on Alaska's roads in 2006.

In 2006 there were 11,728 reported traffic crashes on Alaska's roads, in which 74 people lost their lives, 437 people suffered from major injuries, and 4,584 people walked away with minor traffic-related injuries. There were 8,309 collisions in which property damage only was reported. This data is from the State of Alaska, Department of Transportation and Public Facilities, Highway Analysis System (HAS).



	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007
Fatal Crashes	70	75	72	68	63	73	93	80	78	87	96	66	71	75
Fatalities	85	87	81	77	70	79	106	89	89	98	101	73	74	82

Source: The Fatality Analysis Reporting System (FARS), National Highway Traffic Safety Administration

Regional Fatality Rate Per 100 Million VMT, 2006	
Alaska	1.49
Idaho	1.76
Oregon	1.35
Washington	1.12
Source: The Fatality Analysis Reporting System	

Regional Motor Vehicle Crash Fatalities, 2006	
Alaska	74
Idaho	267
Oregon	478
Washington	633
Source: The Fatality Analysis Reporting System	

Accomplishments

- Alaska's seat belt usage increased from 82.4% in 2007 to 84.9% percent in 2008, according to the National Occupant Protection Usage Survey (NOPUS).
- In 2008 FARS shows there were 24% fewer traffic fatalities in 2008 as compared to 2007. The AHSO is home to the Analyst responsible for the Fatality Analysis Reporting System (FARS) for NHTSA.
- There were 82 traffic fatalities in 2007 and 62 in 2008.
- The number of alcohol related fatalities dropped from 34 in 2007 to 19 in 2008.
- There were 31 unbelted traffic deaths in 2007 and 21 unbelted deaths in 2008.
- Fatal and major injuries combined have been on a mostly downward trend since 2003, although they ticked upward in 2007.
- 2008 resulted in a significant reduction in fatalities in comparison to all prior years since 1975, the year when the FARS program began.
- Since May, 2006, after a Safety Corridor was designated on the Seward Highway, its annual fatal and major injury crashes were reduced by 77%.
- Since October 2007, after a Safety Corridor was designated on the Parks Highway, its annual fatal and major injury crashes were reduced by 37%.

Traffic Engineers checking out a video detection system at the 2006 Annual Traffic Engineer's Meeting in Fairbanks. Photo by Kurt Smith, Alaska DOT&PF

Successful Legislation:

HB 19 requires the installation of an ignition interlock into the offender's vehicle in order to get a limited license following a DUI conviction. The sponsor of this bill was Rep. Kevin Meyer, and Governor Palin signed this bill into law on June 22, 2008. This law became effective on January 1, 2009.

- Convicted misdemeanor DUI offenders (including those convicted of Refusal to Take a Chemical Test) are eligible to get an Ignition Interlock Limited License which will permit them to drive an ignition interlock equipped car during their period of revocation following a 30 day hard revocation period for first time offenders and a 90 day hard revocation period for subsequent offenses. Felony DUI offenders are not eligible for an Ignition Interlock Limited License. Individuals applying for an Ignition Interlock Limited License must be in compliance with the alcoholism screening, evaluation, referral, and program requirements of the Department of Health and Social Services under AS 28.35.030(h)22.
- It is an offense to tamper with or circumvent an ignition interlock device. It is an offense to rent or loan a vehicle to someone who is known to have an Ignition Interlock Limited License.
- A minimum period of ignition interlock use is required as part of sentencing for DUI and Refusal to Submit to Chemical Test convictions. This period begins when the individual regains the privilege to drive and the length of time for required use is dependent upon number of prior offenses. First offense - 12 months; 2nd offense - 24 months; 3rd offense - 36 months; 4th and beyond - throughout period of probation.
- Persons holding a Limited License issued prior to the effective date of this legislation may continue to use that license.
- Local communities must include provisions for ignition interlocks that are consistent with this statute.
- If a community wherein the offender resides does not have roads connected to the state highway system, the court shall waive the requirement of the use of an ignition interlock device when a person operates a motor vehicle in that community which must be included on the list published by the department.

HB 75 causes a person's driver's license to expire 90 days after they turn 21 years old. At that time, they will need to pass an alcohol awareness test before being issued a new license. Rep. Jay Ramras sponsored this bill, Governor Palin signed the bill into law on July 24, and it became effective on October 21, 2008.

HB 88 passed the House and Senate after six years making it a serious crime to drive while watching a movie or text messaging. Rep. Carl Gatto and Rep. Max Gruenberg co-sponsored this legislation that aims to keep drivers' attention focused on the road, and Governor Palin signed the bill on June 13**.** The bill was introduced after a prominent local couple was killed on the Seward Highway in 2002 by a driver who was allegedly watching a DVD. The distracted driver allegedly crossed the center line and collided into the couple's car. This legislation makes it a class "A" felony to have any viewable electronic device in the driver's view, if a fatal crash results. It will be a lesser felony if a lesser injury results and a misdemeanor if no crash results.

Challenges

The Alaska Highway Safety Office has identified the following as priorities:

1) Impaired Driving
2) Seat Belt Usage
3) Aggressive Driving
4) Red Light Running
5) Teen Driving
6) Safety Corridors

1) Impaired Driving-related fatalities statewide continue to decline, going from 45% in 2005 to 30% in 2006. There were 73 traffic crash fatalities in 2005, 33 of them involved impaired drivers. In 2006 there were 74 traffic crash fatalities, of which 23 involved at least one impaired driver.

Photo courtesy of the Alaska State Troopers

Impaired Driving

Impaired driving is the number one behavioral contributing factor in traffic crashes.

- In 2006 alcohol was involved in an estimated 687 traffic crashes on Alaska's roads, accounting for 5.8% of the total reported traffic crashes for 2006
- In 2006 alcohol was also involved in 23 of the 74 traffic fatalities in Alaska, accounting for 31% of the total traffic fatalities in 2006
- In 2006 police in Alaska reported 687 crashes involving a driver or pedestrian with a BAC of .002 or more
- In 2006 an estimated total of 687 crashes in Alaska involved alcohol which killed 23 and injured an estimated 500 people
- In 2006 Alaska drivers with reported BACs of .10+ were involved in an estimated 282 crashes that killed 7 and injured 226
- In 2006 Alaska drivers with BACs between .08 - .09 were involved in an estimated 15 crashes that killed 0 and injured 2. Positive reported BACs below .08 were involved in an estimated 79 crashes that killed 0 and injured 62

Source: Fatality Analysis Reporting System (FARS), National Highway Traffic Safety Administration, and the State of Alaska Department of Transportation and Public Facilities, Highway Analysis System (HAS).

2) Not buckling-up is the single most common factor among fatal traffic crashes in Alaska.

- Of the 54 traffic-related fatalities in seatbelt equipped vehicles in 2005, 22 were not wearing a seatbelt (41%).
- Of the 46 traffic-related fatalities in seatbelt equipped vehicles in 2006, 17 were not wearing a seatbelt (37%).
- Of the 56 traffic-related fatalities in seatbelt equipped vehicles in 2007, 31 were not wearing a seatbelt (55%).
- In preliminary reports from 2008, 22 of the 44 traffic-related fatalities in seatbelt equipped vehicles had not buckled up (50%).

3) Aggressive driving crashes that involve speeding surpass the crashes, fatalities and serious injuries of impaired driving.

- In all motor vehicle traffic crashes in 2006, there were 687 crashes with alcohol involved, in which there were 701 impaired drivers total.
- In contrast, in all motor vehicle traffic crashes in 2006, there were 1,946 crashes with speeding involved, in which there were 1,960 drivers who were driving an unsafe speed.
- The number of major injuries due to unsafe speed however, has decreased from 157 in 2005, to 114 in 2006.
- Alaska has also decreased the number of crashes involving unsafe speed from 2,880 in 2004, 2,209 in 2005, to 1,946 in 2006.

Fatalities and Major Injuries Involving Speeding, Alaska 2001-2006

	2001	2002	2003	2004	2005	2006
Speeding Fatalities						
	31	30	44	36	28	31
Speeding Major Injuries						
	136	193	149	157	157	114
Speeding Fatalities as a Percent of All Fatalities						
	35%	39%	45%	37%	38%	42%
Speeding Major Injuries as a Percent of All Major Injuries						
	31%	29%	23%	27%	27%	26%

Source: State of Alaska Department of Transportation and Public Facilities Highway Analysis System (HAS).

4) Red Light Running

The Alaska Strategic Highway Safety Plan contains the following project, which is currently in progress:

Red Light Running Countermeasures – Tier One

1. Install Red Light Confirmation Lights at five to eight traffic signals in Anchorage These will reduce the number of police officers required to enforce red lights.

2. Provide a public education campaign about red light confirmation lights before, during, and after the project.

3. Provide enforcement.

4. Educate prosecutors and judges to ensure they will accept citations based on the use of red light confirmation lights and are able to overcome an assault on the validity of the technology by defense attorneys.

5. Improve data on red light running by creating an exclusive red light running field in the police crash report form (we currently do not have reliable data on red light running).

6. Compare the fines and penalties for red light running in Alaska to those in other states. Evaluate whether current fines and penalties are sufficient to achieve the desired behavior modification.

The goal is to reduce severe crashes at signalized intersections.

The estimated number of lives saved and major injuries prevented in one year following implementation at 10 locations, using a 10 percent reduction factor would be 15 major injuries per year, with the number of fatalities unpredicted due to a small data source.

Photo courtesy of the Alaska State Troopers

Most Dangerous Driver:
Male driver, ages 18-25 and 42-49 in a passenger vehicle
In 2006, 87 male drivers, compared to 32 female drivers, were involved in motor vehicle crashes that resulted in fatal injuries. The largest age groups involved in fatal crashes were male drivers between the ages of 18 to 25 (15 drivers), and male drivers ages 42-49 (15 drivers). Thirty-two passenger cars were involved in fatal crashes, with light trucks (only four tires) a close second place at thirty-one.

Most Dangerous Trafficway:
Seward Highway
In 2006 the Seward Highway reported 9 motor vehicle traffic fatalities, and 34 major injuries; more than any other trafficway in the state.

Source: Alaska DOT&PF, Highway Analysis System (HAS).

5) Teen Driving

Novice and/or young drivers are a priority because of their dangerous driving behavior. They are less likely to recognize and adjust for hazards on the road because in general they lack experience and the maturity necessary for good judgment. Hence, these drivers have a lower seat belt use rate than other segments of the population, and often drive too fast or are impaired.

Young Drivers

- According to the National Highway Traffic Safety Administration (NHTSA), Motor Vehicle traffic crashes are the leading cause of death in the United States for young people 15-20 years of age, accounting for just over one third of all fatalities of that age group.
- In 2006 there were 3,799 drivers between the ages of 14-21 involved in motor vehicle crashes in Alaska.
- In 2006 there were 206 drivers that were involved in incapacitating injury crashes under the age of 26. One hundred sixty-two were between 18-25 years old, thirty-one were between 16-17 years old, seven were between 14-15 years old, and six were under age 14.
- In 2006, 28% (189) of Alaska's alcohol-related crashes also involved unsafe speed and 22% (16) of all fatal crashes involved both alcohol and speed. In 2006, 23% (162) of alcohol impaired drivers and 44% (865) of speeding drivers were under 26 years of age.
- In 2006, 38% of drivers that were both impaired and speeding at the time of a fatal crash were between 18-25 years of age. Fifty-three percent of drivers that were both impaired and speeding at the time of an incapacitating injury crash were between 18-25 years of age.
- In 2006, 40% of drivers that were both impaired and speeding at the time of a non-incapacitating injury crash were between the ages of 16-25.
- Young Alaska drivers between the ages of 14 and 24 years were overrepresented in fatal and major injury crashes in 2006. Approximately 17.4% of Alaskan drivers were between the ages 14 and 24 in 2006; however, the percentage of fatal and major injury crashes involving these young drivers was 25% and 32% respectively.
- In all 2006 motor vehicle traffic crashes (fatal, major and minor injury, and property damage only crashes), there were 34 impaired drivers between the ages 14-24 with a known Blood Alcohol Concentration (BAC) less than .08; 10 impaired drivers with a known BAC between .08 - .09; and 92 impaired drivers with a known BAC of .10 or more. These young drivers represent 42.5% of all impaired drivers with a known BAC of less than .08; 66.7% of all impaired drivers with a known BAC of .08 - .09; and 32.2% of all impaired drivers with a known BAC of more than .10.

Source: The State of Alaska Department of Transportation and Public Facilities, Highway Analysis System (HAS)

Underage Drinking & Driving

During the Alaska Strategic Highway Safety Planning sessions there was much discussion about the growing problems associated with underage drinking and teen driving. Increased funding and education would be necessary to lower the number of youth-related vehicle crashes. The stakeholders included action items in the Alaska Strategic Highway Safety Plan (Sept, 2007) for FFY08:

- Graduated driver license (GDL) law enforcement
- Study issues involved with legislative exemptions for young drivers in rural Alaska
- Educate the public and elected officials on the most recent research regarding effective
- GDL elements
- Driver Education Study
- Facilitate parental supervision of learners and intermediate drivers and encourage selection of safer vehicles for young drivers

Photo courtesy of the Alaska State Troopers

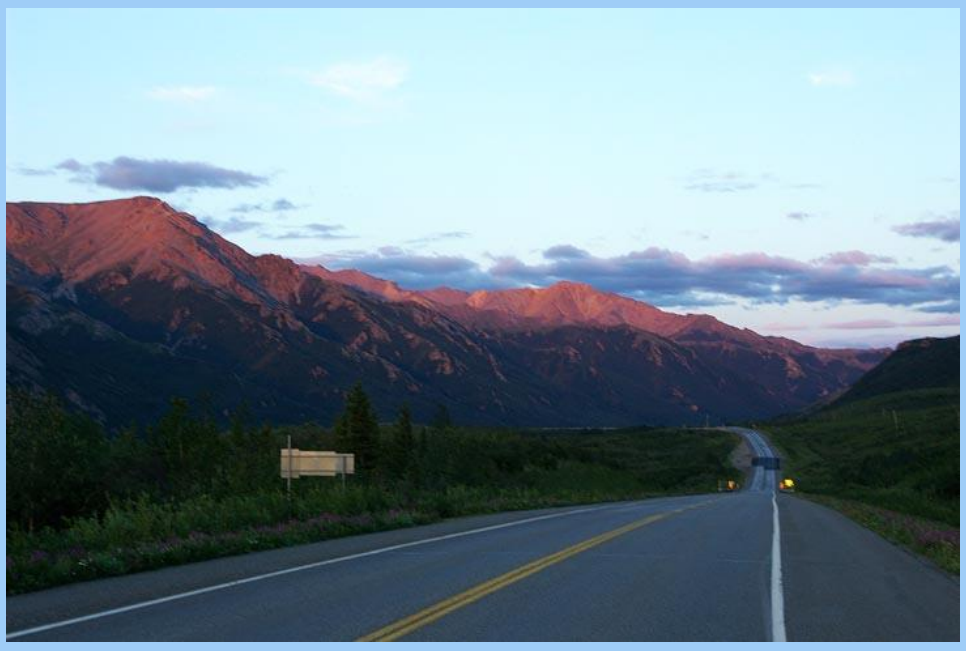
6) Safety Corridors

There are two designated Safety Corridors: The Parks Highway and The Seward Highway. The state has five major highways that form a single corridor which connect major population centers. The Glennallen, the Seward, and the Sterling Highways connect Alaska's largest city, Anchorage, to the state's major recreation areas. The George Parks (Parks) Highway connects Anchorage to the state's second largest city, Fairbanks, 400 miles to the north.

The Richardson/Alaska Highway provides access south from Fairbanks to Yukon and British Columbia. The Richardson Highway is also the primary access to Alaska for multitudes of recreational vehicle travelers coming to Alaska every summer.

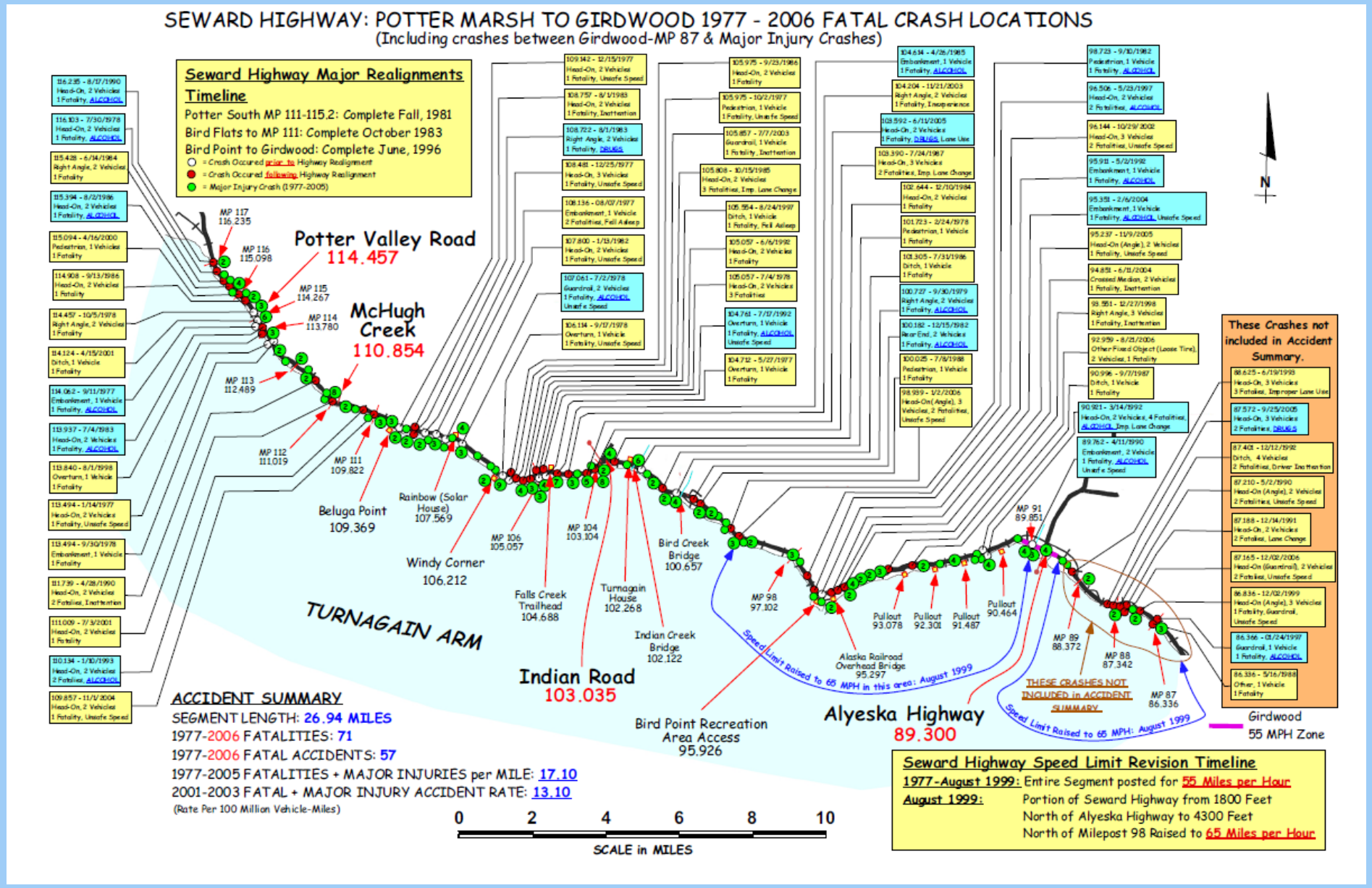
In most areas there are no alternate roads between communities and motorists must travel on the five major highways. In addition, the number of vehicles on many highways, especially on the Seward and Sterling Highways, often triples during the summer tourist and fishing seasons.

On December 1, 2008, the Alaska State Troopers instituted the Bureau of Highway Patrol in collaboration with local enforcement agencies. The BHP will consist of roving patrol teams housed in Fairbanks, Palmer and Soldotna.

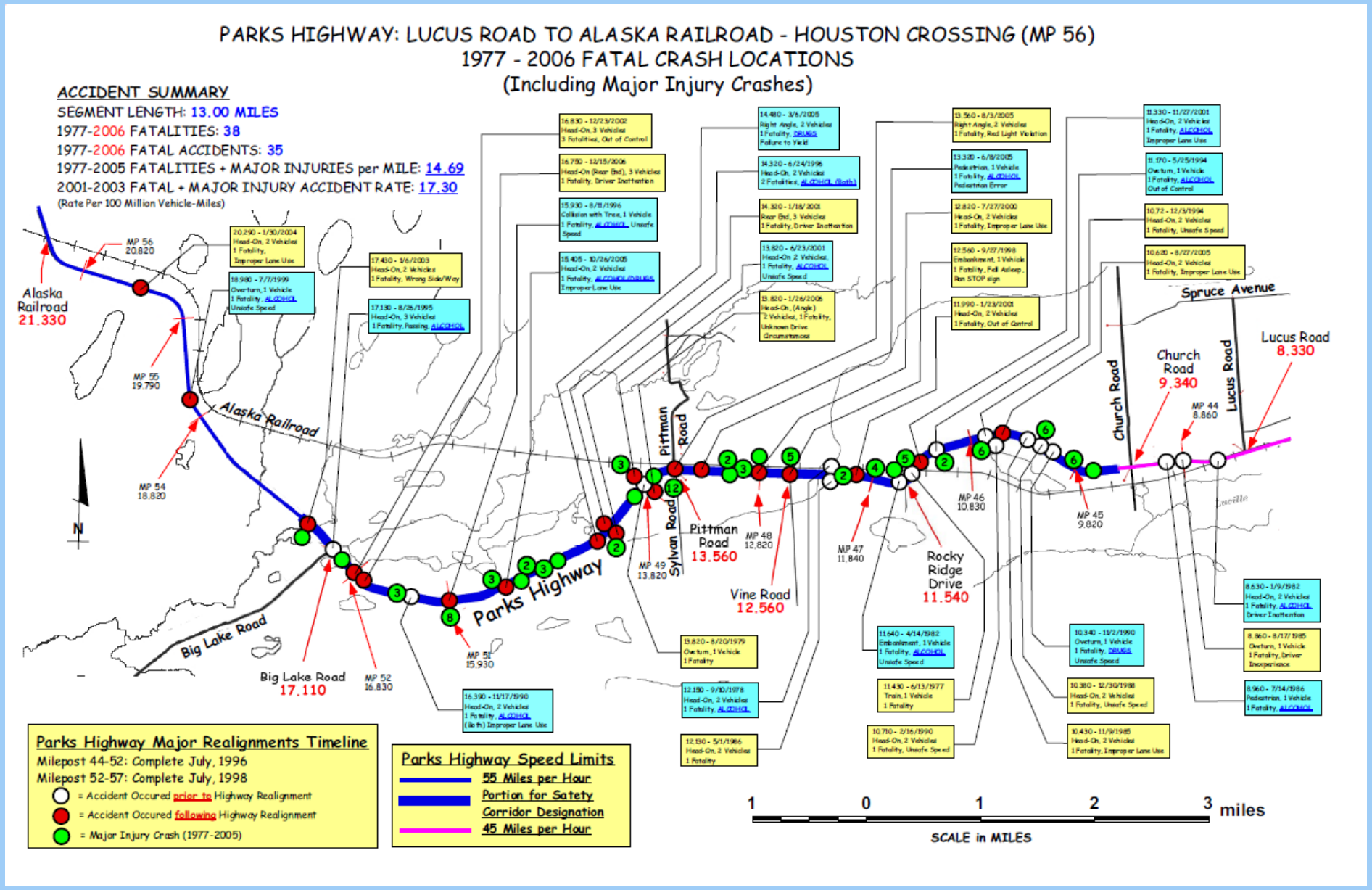


Parks Highway at midnight. Photo by Michael San Angelo, Alaska DOT&PF

The Seward Highway Safety Corridor



Map created by Ron Martindale, Alaska DOT&PF



Map created by Ron Martindale, Alaska DOT&PF

Noteworthy Practices

Photo courtesy of the Alaska State Troopers

Impaired Driving Programs

DUI Teams:

The Alaska State Troopers' five-member DUI Enforcement Team patrolled the major arterial routes through central Alaska for the fifth consecutive year. The Fairbanks Police Department for the third consecutive year patrolled within the Fairbanks City boundaries. Alaska DUI Enforcement teams serve the following purposes:

Provide specific DUI Enforcement at annual events such as:

- The Arctic Man Race
- Talkeetna Bluegrass Festival
- Tanana Valley & Palmer State Fairs

ASTEP:

Alaska currently participates in a Strategic Traffic Enforcement Partnership. This year $650,091 was spent on aggressive DUI enforcement and helped play an effective role in the reduction of alcohol related injuries and deaths. Sixteen police agencies and the Alaska State Troopers participated in the ASTEP program in 2008 which resulted in 6,588 DUI statewide arrests. The Anchorage Police Department alone made 2,166 (32.9%) of those arrests, indicating their significant role with highway safety. The Fairbanks Police Department also increased their focus on impaired driving with 1,014 DUI arrests in 2007. As Alaska began to see a decrease in the number of fatal DUI crashes statewide, there was an increase in the number of impaired driving arrests in areas patrolled by teams of officers and troopers, such as Anchorage, Fairbanks, and the Seward and Parks Safety Corridors. The sharing of data between state and local traffic engineers, law enforcement agencies, and AHSO make it possible to determine when, where and how to enforce Alaska's traffic laws to the best results. As our crash numbers decrease and our patrols increase, other agencies have become involved, such as the Bureau of Drug & Alcohol Enforcement, the Airport Police Departments, and Immigration & Customs.

May 2008 – ASTEP Summit:

The third annual Alaska Strategic Traffic Enforcement Partnership (ASTEP) Spring Summit, sponsored by the AHSO was held in Juneau in May 2008. In addition to discussions on seat belt enforcement and impaired driving, the summit had speakers who focused on effective enforcement of repeat offenders, mock crashes, Traffic Safety Resource Prosecutors program and the Law Enforcement Liaisons roles and responsibilities. Alaska police departments are still participating in the ASTEP program and in April 2009 the AHSO will be hosting the fourth annual ASTEP Summit in Anchorage.

Law Enforcement Liaisons:

The four LELs have been making contact with police departments throughout the State to solicit and increase law enforcement agency participation in the national enforcement campaigns as well as providing perspective and technical assistance to develop plans for proven programs that save lives and reduce serious injuries resulting from traffic crashes.

Wasilla – Sgt. Kelly Swihart

Kenai – Officer Jay Sjogren

Fairbanks – Lt. Daniel Welborn

Juneau – Officer Blain Hatch

Operation Glow. Photo courtesy of the Fairbanks Police Department's Law Enforcement Liaison

Therapeutic Court Programs (Alaska Wellness Court):

Alaska's therapeutic courts operate in Anchorage, Bethel, Fairbanks, Juneau and Ketchikan to address problems in the conventional court process. These programs were designed to reduce the recidivism rates of DUIs and other alcohol-related misdemeanors and felonies through a diversion process. Repeat offenders addicted to alcohol benefit from a combination of incentives, sanctions, treatments and long term monitoring. The programs focus on people charged with multiple DUI offenses and the most dangerous DUI offenders. Under the court model, a single judge works closely with a team consisting of prosecutors, the public defender, defense lawyers, case coordinator, corrections officers and treatment providers.

Traffic Safety Resource Prosecutor:

The Traffic Safety Resource Prosecutor improves the ability of state and local prosecutors to effectively prosecute impaired driving related offenses and violations. The TSRP is located in the Department of Law and provides education, materials and resources to prosecutors across the state in the effort to successfully adjudicate impaired driving related offenders.

Stay on Path to Success (Alaska School Activities Association):

The objectives are to influence the norms and values of underage drinkers and reduce motor vehicle crashes by imposing a zero tolerance policy with educational components for policy violators. Each school received a kit to implement the policy and create access to training, and all ASAA students are now receiving the education.

Photo courtesy of the Alaska State Troopers

Alaska Moose Federation:

By reestablishing healthy habitat and winter time snow-cleared corridors away from recognized moose collision corridors, and with a safe and professional protocol of responding and salvaging moose carcasses from vehicle collisions in the Anchorage Bowl, the Alaska Moose Federation is increasing safety on Alaska's roadways.

ADOT&PF Commercial Vehicle Enforcement:

The Commercial Vehicle Enforcement Officers detect and enforce impaired drivers in commercial vehicles. The *Light Detection and Ranging* (LIDAR) training of nine Commercial Vehicle Officers by the Anchorage Police Academy was completed in Tok, Anchorage and Fairbanks. To date, all LIDAR-generated contacts total 38, resulting in 1 commercial vehicle placed out of service, 30 verbal warnings and 7 written violations.

Safe Kids Alaska:

Safe Kids provide administrative and financial support for numerous activities involving the CPS coalition. This is especially true for services in rural communities that would have otherwise not been possible. Car seats, staff assistance and storage facilities were all provided to CPS coalition members (including agencies not specifically affiliated with Safe Kids). Approximately one-half of the financial resources, staff time and organizational support for the first Alaska CPS Conference were donated by Safe Kids. They have been a tireless and dedicated partner to AHSO and their CPS project agencies.

Moose Crossing the Denali Highway. Photo by Monica Borst, Alaska DOT&PF

Occupant Protection Programs

Alaska's overall seat belt use has risen 29% from 2002 to 2008.

One of the deadliest crash outcomes occurs when occupants get ejected from the vehicle – with most ejections brought about by a failure to wear seat belts. People may mistakenly believe they can control their body movements during a crash. However, their bodies can become deadly weapons as they hurtle into others before being ejected from the vehicle and into trees, buildings, pavement, or other fixed objects.

84.9% of Alaskans used their seat belts in 2008.

- This meant a 2.5 percentage point increase from the 82.4% rate in 2007.
- During the month of July, 2008, 8 of the 11 Alaska motorists (in seat belt equipped vehicles) killed in crashes weren't wearing a seat belt.
- From 2007 to 2008 seatbelt use increased across the board, with the exception of passengers belted in Mat-Su.
- The Juneau and Kenai/Soldotna averages continue to lower the overall state rates.
- Van drivers have the highest rate with 89.8% using their belts.
- A low of 78.9% was observed of occupants in trucks; this is up from 75% in 2007.
- Across all vehicle categories, especially trucks, a greater percentage of drivers obey the law, but their passengers do not.
- Pickup truck drivers and passengers, particularly among young males, consistently have the lowest seat belt usage rates of all motorists.

Occupant Protection includes *Child Passenger Safety (CPS)* because little people should be protected on the roads as well. The following agencies provide an immeasurable amount of education and professional services to the general public, particularly families with young children.

<u>Alaska CPS Coordinator- Alaska Injury Prevention Center:</u>

- Conducted the Alaska Seat Belt Observation Survey for the National Occupant Protection Use Survey (NOPUS), with over 35,200 vehicle occupants along specific roads, and included the number of motorcycle helmets worn;
- Provided reflective material to thousands of students;
- Gave pedestrian safety presentations to schools and organizations throughout the city;
- Fitted and distributed $75,000 worth of bike helmets and provided bike safety presentations;
- Spoke to over 700 middle school students about the power of media and alcohol advertising and significantly increased their ability to make healthy choices;
- Conducted 126 car seat checks at AIPC;
- Provided child passenger safety seats to 36 needy families;
- Created 5 underage drinking prevention TV spots that garnered over $36,000 in donated airtime;
- Provided interviews on highway safety issues to the media regularly throughout the year;

- Assisted with training 56 new CPS technicians;
- Increased seat belt use of teen high school students from 80% to 88%;
- Hosted the Reality Media Awards, receiving entries from 110 students in 8 different schools, where an 88% reported that the project will result in their making healthier decisions;
- In conjunction with Safe Kids Alaska, organized and conducted the first Alaska CPC conference. Over 60 CPS Technician and Instructors attended.

Fairbanks Safe Kids**:**

- Replied to phone calls requesting CPS information …… 450
- Held Check-up events at the Pregnancy Resource Center…… 9
- Visited homes for car seat checks…….. 41
- Conducted Young Parents Education class……. 3
- Held car seat events……. 2
- Participating in Community events with 2,441 contacts……..… 10
- Provided agency training……. 2
- Checked 124 seats and replaced 15.

`

Safe Kids Kenai Central Peninsula:

- Central Peninsula General Hosp/Safe Kids Checks …….. 132
- Central emergency Service/Soldotna Fire Dept…….. 162
- Kenai Fire Department and Kenai Public Health Dept……..…….. 64
- Nikiski……. 16
- Homer ……..…….. 50
- Misuses found…….……. 544
- Seats distributed…….. 276

Mat-Su Services for Children and Adults, Inc.:

- Monthly fitting station activity:…… 11

Participation in Community Events:

- Community Seat checks …… 122
- Private seat checks……. 40
- Seats replaced …… 72

Technician Training:

- Mat-Su…….. 7
- Anchorage…… 44

Newborn coming home from hospital, correctly strapped in his car seat. Photo courtesy of Colleen McNulty, Alaska Health & Social Services.

Health & Social Services CPS Coordinator:

This project entails an administrative and instructional system to ensure that CPS trainings and inspection programs are supported statewide.

- Maintain appropriate standards and frequency
- Enhance communication and support to CPS programs statewide
- Provide statewide communication of injury prevention activities, meetings, and current information such as recalls and other CPS changes to all CPS Instructors, technicians and advocates
- Work with AHSO, state, private, municipal, corporate and Native health organizations to develop and maintain training, certification, recertification, and inspections programs throughout Alaska
- Support an advisory board for CPS including providing educational material to encourage legislation (booster) to comply with federal (NHTSA) best practice safety standards

Juneau Kids on the Move (*through SEARHC who assumed this project from AIPC in April, 2008)***:**

- Seat checks…….. 82
- Seat Distribution…….. 37
- Classes:
  - Bartlett nursing……... 1
  - SEARHC staff…… 2
- Community Events……. 2
- Trainings…… 2

Highland Mountain Correction Center:

- 15 car seats and education were provided to incarcerated mothers.

Paid Media Report

Alaska's Highway Safety media program is located within the Alaska State Troopers' Anchorage Public Information Office. Audio, video and photographic ads are produced in agreement with the Alaska Highway Safety Office and the Department of Public Safety. The campaigns reached approximately 85% of Alaska's population with both television and radio ads.

Media Awareness Project: The National Impaired Driving slogan is *"Drunk Driving. Over the Limit, Under Arrest".* The State slogan is "*Drink. Drive. Go To Jail*." The National Seat Belt slogan "*Click It or Ticket*" and the state logos "*Seatbelts Must Be Worn in Alaska*" were used in the *Click It or Ticket* media campaign.

AHSO coordinated the media campaigns to coincide with the National Impaired driving mobilizations. This united effort was based on data showing the most dangerous traveling dates which are around the holidays, weekends and in the evenings. The main target audience for the media campaigns was the "High Risk Drivers", who refused to comply with the traffic safety laws. Studies have shown that the most effective ads for these particular offenders are consequence reminders.

The majority of Alaskans appreciated the media ads which provided simple messages: If people were not buckled up, they would receive a ticket. Drive impaired and you would be arrested. The media campaigns were a major component in the strategy to combine education with enforcement. The National Campaigns occur four times a year, coinciding with Memorial Day, 4th of July, Labor Day and between Thanksgiving and New Year's Day.

Market Wise media project targeted Anchorage and Fairbanks area drivers with radio ads targeting "High Risk Drivers" including teens, repeat offenders and others who fall into this high risk group.

Tanana Bridge, Tok. Photo by Jim Fehrenbacher, Alaska DOT&PF

PAID MEDIA

	TV Spots	Radio Spots	Print Ads	Other Media	Audience Size	Evaluation / Results	Funding Source	Total
Drunk Driving. Over The Limit, Under Arrest **- November 18 – 24, 2007**								
	205 Paid 1355 Bonus 1560 Total	328 Paid 378 Bonus 704 Total	1 Paid	None	Statewide 626,932	Preliminary FARS data shows a decrease in the number of alcohol-related fatalities in Alaska	Section 154 AL	TV Amount: $16,023. Total Radio/Print Amount: $5,465.
Drunk Driving. Over The Limit, Under Arrest. **- December 15 – 31, 2007**								
	560 Paid 794 Bonus 1354 Total	1043 Paid 955 Bonus 1998 Total	16 Paid	Sticky Note on the Clarion website	Statewide: 626,932	Preliminary FARS data shows a decrease in the number of alcohol-related fatalities in Alaska.	Section 154 AL	TV Amount: $51,503.33 Radio/Print Ad Amount: $17,353.
Drunk Driving. Over The Limit, Under Arrest **- July – Sept, 2008**								
	298 Paid 3707 Bonus 4005 Total	None	1 Paid	None	Statewide: 626,932	Preliminary FARS data shows a decrease in the number of alcohol-related fatalities in Alaska.	Section 154 AL	TV Amount: $4100. Print Ad Amount: $509.
Click It or Ticket **- May 14-27, 2008**								
	980 Paid 2966Bonus 3946 Total	1042Paid 1039Bonus 2081Total	None	None	Statewide: 626,932	Alaska's Seat Belt use increased 2.5% from 82.4% in 2007 to 84.9% in 2008.	Section 405 & 406	TV Amount: $78,228.50 Radio Amount: $14,789.28.
Drunk Driving. Over The Limit, Under Arrest. **- August 15 – September 1, 2008**								
	657 Paid 3080 Bonus 3737 Total	924 Paid 649 Bonus 1573Total	1 Paid	None	Statewide: 626,932	Preliminary FARS data shows a decrease in the number of alcohol-related fatalities in Alaska.	Section 154 AL	TV Amount: $59,794. Radio/Print Ad Amount: $1,930.

Photo courtesy of the Anchorage International Airport Police

Alaska Injury and Prevention Center:

- Hosted the Reality Media Awards, receiving entries from 110 students from different schools; 88% reported that the project will result in their making healthier decisions.

- Utilized peer to peer motivation to promote seat belt use among Anchorage area High Schools. Implemented Buckle Up initiative in high schools, providing schools with options for how to promote their project. AIPC staff conducted pre and post seatbelt observations to determine success of the project.

Impaired Driving Prevention and Education: Drivers between the ages of 16 and 20 are the largest group of crash drivers. Many of the crashes they are in involve alcohol. By reducing the incidence of underage drinking, a reduction of deaths and injuries will result from drunk driving and from being the passenger in a car with a drunk driver. To achieve this goal, AIPC conducted the following activities:

a. Involved youth throughout the state in the Media Slam curriculum. The curriculum includes lessons in media literacy, biological effects of alcohol and then the process of creating a powerful anti drinking ad.

b. Once the youth created the ads, they were aired on channels throughout the State of Alaska.

c. Another aspect of the Underage Drinking Prevention campaign included teaching middle school students about media literacy and giving them an opportunity to critique the power alcohol advertisement has on them. This presentation was given to over 700 students and had a statistically significant impact on student perception that the presentation will help them make healthier choices.

d. AIPC collaborated with a variety of community members and organizations that are members of CBASS and coordinated the annual Town hall. Our town hall is designed to identify community-based solutions to the negative impacts of alcohol. Additionally, members of CBASS met for the bi-annual retreat to revitalize interest in the organization, define our mission and plan future activities.

Seatbelt Use Education: AIPC continued to promote seatbelt use by drivers and passengers between the ages of 8 and 20 with the following activities:

a. AIPC worked with eight Anchorage High Schools on the High School Buckle Up Campaign. AIPC created the criteria for each school's participation, and then student leaders at each school designed their own campaign. Efforts at the school level ranged from trivia questions in the commons, morning announcements, posters around the school, and assemblies to individual Buzz marketing efforts. For their efforts, each school received a $200 incentive

b. Each school also received incentives to reward individual students who were wearing seatbelts when they left school in the afternoon. Incentives ranged from granola bars, to donated gas gift cards from Fred Meyer. All of this coincided with the beginning of the state and national Buckle Up Campaign.

c. The project began with a pre-seatbelt observation, conducted by AIPC staff, and culminated with a post observation by AIPC staff. Observations were conducted at the same time of day, as students drove onto the school parking lot in the morning. Observers followed the same guidelines as the NOPUS standards. Correct seatbelt use was observed and voice recorded for drivers and passengers when there were no other adults in the car. All schools except East High showed an increase in seatbelt usage. The following is a chart showing use pre and post intervention, and the percent of change for each school, as well as the district as a whole. Seatbelt use ranged from a 20% increase to a 10% decrease. The total increase in seatbelt use for all students observed was 8%.

Percent Seatbelt Use Before and After Youth Lead Incentive Projects

High School	Pre	Post	Results
Bartlett		83% buckled	
Chugiak	80%	93%	16% increase
Dimond	79%	88%	10% increase
Eagle River	79%	95%	20% increase
East	86%	77%	10% decrease
South	81%	86%	6% increase
West	81%	89%	10% increase
Service	81%	90%	11% increase

Spring 2008 High School Buckle Up Campaign Results

- 8% increase in belted students overall
- High school students averaged 80% seatbelt use at the beginning of the project, and increased usage to 88% at the end of the project.
- The highest school increases were seen at Eagle River with a 20% increase, Chugiak with a 16% increase and Service with an 11% increase.

Law Enforcement Liaison, Officer Blain Hatch of the Juneau Police Department. Photo courtesy of the Juneau Police Department.

The Alaska Motorcycle Safety Advisory Committee:

In 2006 there were 4,837 motorcyclists killed in national crashes*

- Motorcyclist fatalities in 2007 accounted for 7.3% percent of all motor vehicle crash fatalities in Alaska*
- Alaska reflects a national upward trend in motorcycle fatalities with 7 motorcycle fatalities of the 89 motor vehicle fatalities in 2001, and 9 motorcycle fatalities of the 74 motor vehicle fatalities in 2006*
- There were 54% more motorcycle registrations in 2007 than were registered in 2001 (25,756 compared to 16,761) **.

The Commissioner of the Alaska Department of Transportation and Public Facilities (DOT&PF) established the Alaska Motorcycle Safety Advisory Committee (AMSAC) as a means to use knowledge and experienced individuals in the issues of motorcycle safety and roadway operations to advise the department on rider education and training, impaired motorcycle driver enforcement, motorist awareness of motorcycles, road hazards unique to motorcycles, and other matters relating to motorcycle safety. In general, the AMSAC is a review body that provides the DOT&PF with motorcycle highway safety-related recommendations.

The mission of the Alaska Motorcycle Safety Advisory Committee is to provide a data-based sustainable plan to prevent motorcycle related fatalities and injuries in Alaska

Through AHSO-coordinated meetings, AMSAC implemented a statewide motorcycle driver awareness television and radio campaign, conducted a central education survey, and purchased training equipment.

*Fatality Analysis Reporting System (FARS).
**State of Alaska, Department of Motor Vehicles

Motorcycle riders on the Sterling Highway. Photo by Tucker Hurn, Alaska DOT&PF.

Training, Technical Assistance, Expertise and Other Resources Necessary for Success

Agency Equipment:

- Municipality of Anchorage PD purchased 50 Alco Sensor Portable Breathe Alcohol Testers
- Bristol Bay Borough PD purchased two Dashhound cameras and one Electronics MDE-2 Martel Digital Enterceptor
- City of Homer PD purchased a Directional Golden Eagle Radar
- Dillingham Department of Public Safety purchased two Panasonic Arbitrator mobile camera systems and two Panasonic CF-30 Tough book computers
- Fairbanks PD purchased 10 Alco Sensor Portable Breathe Alcohol Testers, an inflated walk around 9' policeman, 6 Kustom Signals In-car camera systems, Custom designed outdoor LED sign, 4 Radar Speed displays, a Kustom Signals Pro-Laser III, 6 Golden Eagle Dual radar guns, 6 Digital Eyewitness ION's and a media computer with related software
- Girdwood Volunteer Fire and Rescue purchased a Hurst MOC Combi Spreader tool and Cutter
- Hoonah Department of Public Safety purchased four Genesis II select radar units, five lifeloc FC10 Plus Portable Alcohol Testing units and four Martel Digital In-car video systems
- Juneau PD purchased 10 Portable Breathe Alcohol Testers
- Kenai PD purchased four Digital Ally In-car video cameras and four Panasonic Tough book computers
- Palmer PD purchased 100 Fatal Vision goggles, 500 Orange cones, a Laptop computer and printer
- Skagway PD purchased two In-car video cameras and a Kustom Signal Golden Eagle Radar
- Soldotna PD purchased 10 Capture In-car camera systems
- Whittier PD purchased an ION Eclipse Digital Video System and a Directional Golden Eagle Radar
- Fairbanks Volunteers in Policing purchased six Point Blank Vests, two ION Digital Eyewitness Systems and one INTOXICLOCK
- Alaska Department of Transportation & Public Facilities, MS/CVE purchased five Kustom Signal Pro-Laser III LIDAR Units

Agency training and equipment:	Funding Amount
Alaska State Troopers	$25,580
Bristol Bay Borough Police Department	$6,105
Dillingham Department of Public Safety	$13,515
Fairbanks Police Department	$164,045
City of Homer Police Department	$6,716
Hoonah Police Department	$16,985
Juneau Police Department	$4,453
Kenai Police Department	$37,614
Kodiak Police Department	$4,238
Municipality of Anchorage	$28,886
North Pole Police Department	$2,910
Palmer Police Department	$21,870
Skagway Police Department	$11,021
Soldotna Police Department	$58,173
Wasilla Police Department	$2,490
Whittier Police Department	$10,883
Alaska Department of Transportation	$15,945
Fairbanks Volunteers in Policing	$13,195

Photo courtesy of the Wasilla Police Department

Alaska Traffic Records

Alaska Traffic Records Coordinating Committee (ATRCC):

Vision: To prevent deaths and injuries on Alaska's highways.

Mission: Capture, integrate, and exchange consistent, complete, accurate, and accessible traffic data between federal, state, and local agencies and organizations.

2008 was the second full year for the Alaska Traffic Records Coordinating Committee, after it reformed in 2006. Below are some of the highlights for 2008:

- The 408 application (June, 2008): In June the ATRCC applied for its second year of 408 funding from NHTSA with the aid of Cambridge Systematic
- The ATRCC was the beneficiary of $500,000 from NHTSA through the 408 Traffic Records Data program.
- The ATRCC continued to move forward with many traffic records projects
- The ATRCC worked on the possibility of a Traffic Records Coordinator position, with the associated job description, duties, and funding sources

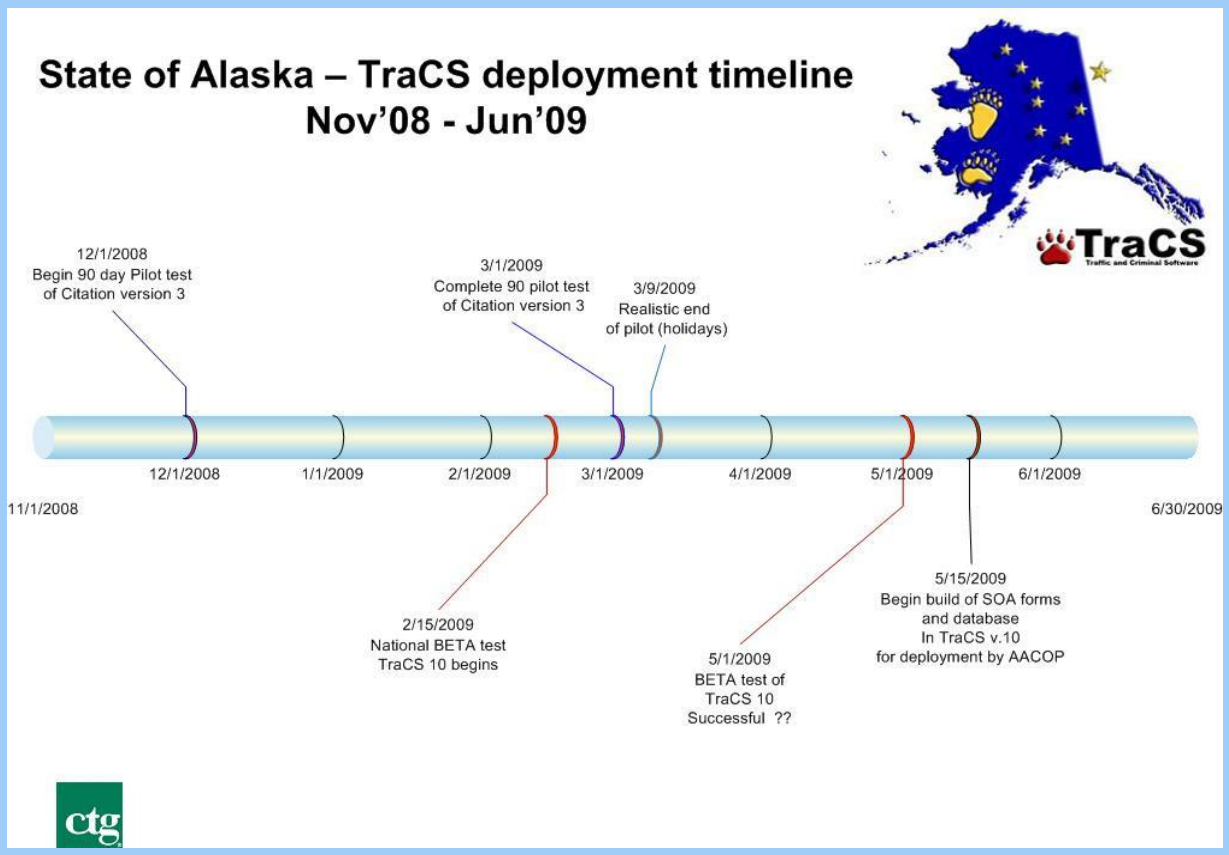
TraCS Steering Committee (Traffic and Criminal Software):

Traffic and Criminal Software (TraCS) is an application software that combines with laptop computers, one or more PCs in a central office, and data communications to provide Officers with all of the functionality necessary to record and retrieve incident information wherever and whenever an incident occurs. Officers respond to many traffic incidents every day, and each incident requires paperwork and other administrative duties that detract from valuable patrol time. The TraCS software was developed in response to the need for a well-designed information management tool for field Officers that would simplify the data collection process and ease the administrative burden on Officers.

Alaska is 1 of over 20 other states, 2 provinces and the U.S. Virgin Islands who hold a TraCS license.

The TraCS Steering Committee accomplished the following in 2008:

- The Committee established a TraCS organizational chart
- The Alaska State Troopers accepted the role of lead agency
- The Alaska Association of the Chiefs of Police (AACOP), and the Wasilla Police Department entered into the Committee
- A *TraCS in Alaska* logo was adopted

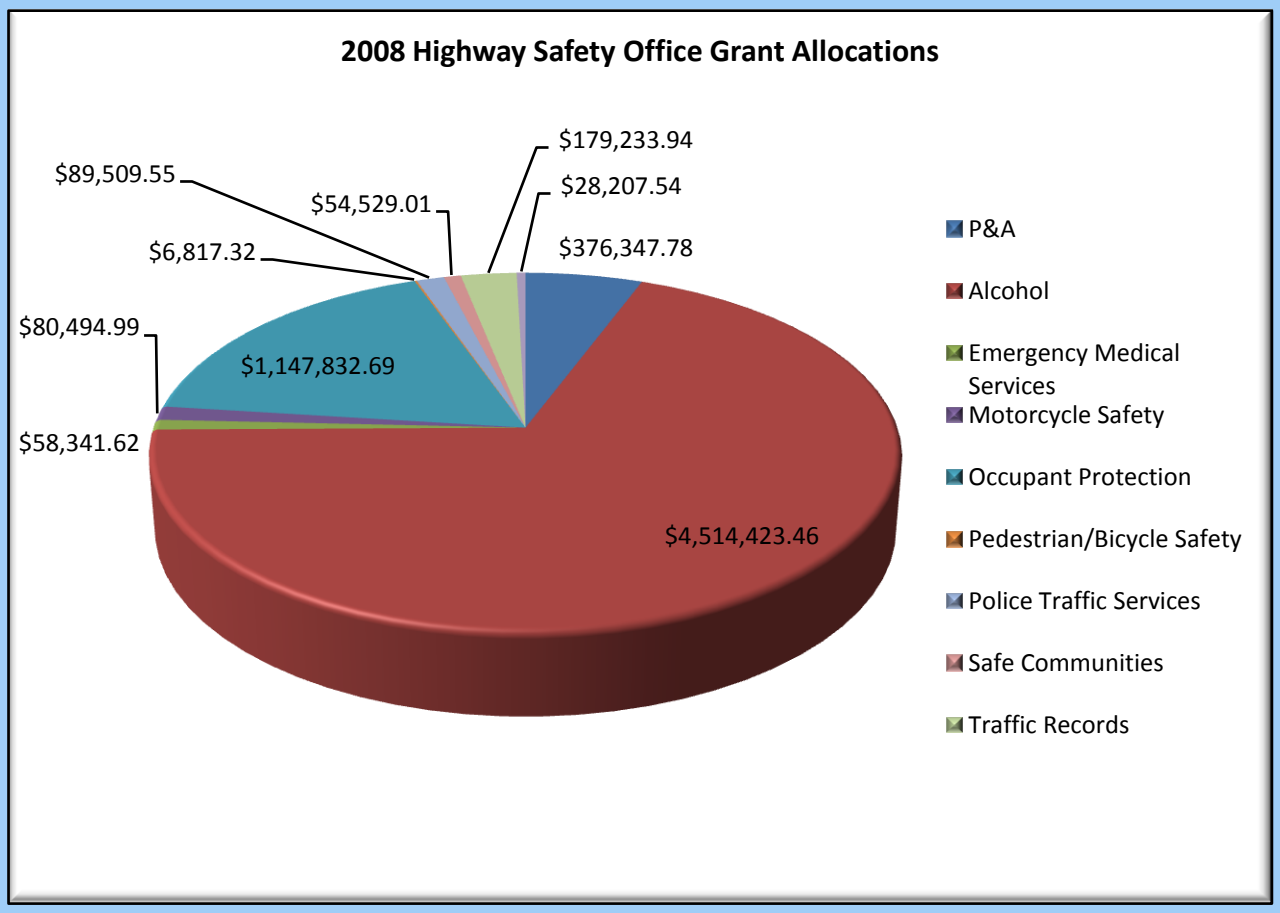


Design created by CTG ©

Photo courtesy of the Alaska State Troopers

2008 Grant Expenditures

Programs	402	405	406	408	410	2010	157	154	Total	Percent
Planning and Administration	$184,114.63				$20,637.62			$171,595.53	$376,347.78	5.76%
Alcohol	$15,121.53				$729,183.55			$3,770,118.38	$4,514,423.46	69.07%
Emergency Medical Service	$58,341.62								$58,341.62	0.89%
Motorcycle Safety	$1,505.00					$78,989.99			$80,494.99	1.23%
Occupant Protection	$949,738.26	$97,956.29	$100,138.14						$1,147,832.69	17.56%
Pedestrian / Bicycle Safety	$6,817.32								$6,817.32	0.10%
Police Traffic Services	$87,516.67						$1,992.88		$89,509.55	1.37%
Safe Communities	$54,529.01								$54,529.01	0.83%
Traffic Records	$55,273.86			$123,960.08					$179,233.94	2.74%
Youth Alcohol	$28,207.54								$28,207.54	0.43%
Total	$1,441,165.44	$97,956.29	$100,138.14	$123,960.08	$749,821.17	$78,989.99	$1,992.88	$3,941,713.91	$6,535,737.90	100%



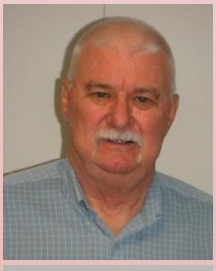
Contacts

Alaska Highway Safety Office
3132 Channel Drive, Suite 200
PO Box 112500
Juneau AK 99811-2500
(907) 465-2446
(907) 465-4030 (fax)
HighwaySafetyOffice@alaska.gov
www.dot.alaska.gov/ahso


Cindy Cashen, Administrator


Joanna S. Bradford, Research Analyst II & Alaska FARS Analyst


Kathy Budke, Grants Administrator II


Bob Friend, Grants Administrator II


Abe Levy, Accounting Technician I

State of Alaska
Department of Transportation and Public Facilities

Alaska Highway Safety Office
PO Box 112500
Juneau, AK 99811-2500

Ph: 907.465.2446 **Fax: 907.465.4030**

www.dot.alaska.gov/ahso

This Publication was released by the Alaska Highway Safety Office, Department of Transportation and Public Facilities, produced at a cost of $$$$$$$ per copy, and printed in Juneau, Alaska, USA.